EXHIBIT

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PTO-1390 (Rev. 07-2005)
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U.S. APPLICA	TION NO. (if known	, see 37 CFR 1.5)	INTERNATIONAL AP	PLICATION NO.	ATTORNEY'S DOCI	KET NUMBER	
10/567403		PCT/GB2004/003391		08830-0390US1			
Other items or information: copy of International Publication No. W02005/014620 Al; copy of International Search Report; copy of International Preliminary Report on Patentability w/Annexes; Sequence Listing (Written) On Paper; Statement To Support Filing and Submission In Accordance With 37 CFR 1.821-1.825; Postcard Receipt							
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Dri One 18t Phi TEL	VIEL A. MONACO, Esq. Inker Biddle & Reath LLP Logan Square The and Cherry Streets Lladelphia, PA 19103-6996 Li (215) 988-3312 Li (215) 988-2757	NAME 30,	ATURE SIEL A. MONACO					
	Customer No.	23973						

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     Remote Proceedings
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     Monday, July 3, 2023
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     10:04 a.m.
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                     THE REPORTER:
                                     The attorneys participating
 6
          in this deposition acknowledge that I am not
          physically present in the deposition room. They
 8
          further acknowledge that in lieu of an oath
 9
          administered in person, the witness will verbally
10
          declare his testimony in this matter is under penalty
11
          of perjury. The parties and their counsel consent to
12
          this arrangement and waive any objections to this
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          manner of reporting. Please indicate your agreement
14
          by stating your name and your agreement on the record.
15
                     MR. FRISCH: Andrew Frisch for the
16
          plaintiff, yes.
17
                     MR. CUMMINGS: Michael Cummings for
18
          Defendant, yes.
19
                             KEITH BROWN,
20
          Was thereupon called as a witness herein, and after
21
          having been first duly sworn to testify to the truth,
22
          the whole truth and nothing but the truth, was
          examined and testified as follows:
23
2.4
                             EXAMINATION
25
     BY MR. CUMMINGS:
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1 30, 40 to an hour depending on how many people are 2 there. 3 Is there anything that would make it longer than that Q. 4 typical day, anything that might occur you have to do? 5 Α. Only thing that would make it longer, if your truck is loaded completely wrong, you have to go in the 6 7 warehouse and have the loaders adjust racks and 8 things, take racks of water off and put different 9 That could take time. water on. Like I said, it's 10 always people ahead of you. If it's a line ahead of 11 you, you have to wait for each driver to get their 12 trucks loaded. You can't just -- you don't just pull 13 up and get your stuff and do this. Like everything is 14 assembly line from getting coolers because it's always 15 people there so you have to wait for somebody to help 16 you or, you know, to check your paperwork and all that 17 stuff. Everything is just assembly line basically. 18 It's never just walk in, grab your stuff, walk out. Now, were you -- during the time that you were 20 there -- and I'm going to ask you from about the years 21 late 2017 onward. That's the relevant period behind 22 what we're looking at. Did you drive the same route? 23 A. Yes. 24 And what was that route? Q. My route was basically Detroit. I had just like the 25 A.

1 I did homes and then I had like the midtown to city. 2 downtown area where I did a lot of just all office 3 buildings, stadiums, so I had like a large route where 4 I covered like half of Detroit. 5 Q. How many stops were on that route? Forty to 50 per day. 6 Α. 7 Did it change from day to day? Q. 8 I mean, yeah, it changed from day to day. I averaged Α. 9 about 40 to 50. Some days if I was just doing my home 10 days, which was like I think once or twice a week, it 11 would be around 35 to 40-ish just depending on, you know, just extra people that call in. It varies, but 12 13 it was 35 to 45 per day for me mostly. 14 Q. And about -- do you recall if you drove a particular truck from late 2017 onward? 16 A. I don't know the number of the truck, but, yes. 17 I drove a standard ten bay truck. 18 Was it the same truck typically or --Q. 19 For the most part, yeah. Once you had a route, you Α. 20 kind of had your main truck, but if it was to be in 21 the shop, they would adjust, or if somebody else's 22 truck was broke down, they start doing the shift where 23 they say, hey, you take this truck because you need 24 more water, you don't need as much, you take this 25 truck. It's an eight bay truck instead of ten bay

1 We have a fuel tank in the back area where the trucks Α. 2 Where the trucks sit is a big fuel tanker out 3 there that we pull up and fuel up if we need gas. 4 0. Again, when did you typically fill your truck? 5 Α. It would be in the morning when we first get our trucks. 6 7 Did you do that for every time you drove? Q. 8 A. I would do it every maybe like two to three days No. 9 because, like I said, I was kind of locally and I was 10 sitting around at a lot of buildings for my day. 11 wasn't just driving nonstop so I didn't have to fuel 12 up every day. Okay. How were -- during this time frame, late 2017 14 to the time you ended, how were you paid? How was 15 your pay calculated by Absopure? 16 A. We were commission so it goes off -- it guess it goes 17 off how much water we sell throughout the day, how 18 much product we sell. 19 I'm going to put up another document for you. Q. 20 give me a minute. Okay. Can you see a document in 21 front of you? 22 Α. Yes. 23 Do you -- and I will put for the record, if you give Q. 24 me a minute, the document that has been produced in 25 this case is -- bears Bates numbers 4401 through 4429,

questions. Thanks. 1 2 EXAMINATION 3 BY MR. FRISCH: 4 0. Mr. Brown, there was -- opposing counsel asked you 5 questions regarding the vehicles that you drove and 6 you referred to several different trucks. You said you drove most of the vehicles, if not all of them, in 8 the fleet of I quess Absopure. Did some of those 9 vehicles include smaller vehicles like Sprinter vans? 10 Α. Yes. 11 So you drove Sprinter vans during the period of time Q. 12 that you were employed by Absopure? Every now and then I would drive a Sprinter van. 13 Α. 14 Then relative to, say, the last three years of employment, so 2017 to 2020 when you last worked for Absopure, did you also drive Sprinter vans on occasion 16 17 as part of your employment with Absopure? 18 A. Yes, on occasion, not a lot, but, yes, I drove them 19 before a few times, yes. 20 Are you able to estimate, like a give a percentage of Q. 21 the amount of times that you drove a smaller vehicle 22 like a Sprinter van when you were completing your 23 route? 24 It would be around like three to five percent. Α. 25 Okay. When you did -- you didn't typically switch Q.